

RAILROAD TOPICS

There is not an extra fireman or engineer for duty at present and it is hard to make up an extra crew in the local yards.

Yesterday was pay day on the Santa Fe and last night the streets were crowded with pay day shoppers. The merchants report a large day and night's business.

Engineer Fishburn, Fireman Krouse, Engineer Shultz and Fireman McCabe died of heart failure at Las Vegas on Wednesday evening on No. 7, and took back with them engines 667 and 779 respectively.

Foreman Bennett, who had charge of the shops in the Las Vegas yards was sent to Raton several days ago by the railroad company, and William Sharp has been given the position of night foreman at Las Vegas.

The first car load of Florida oranges ever received in Albuquerque arrived yesterday and are being distributed among local merchants by the Bittner-Stamm Produce company, to which company the car was consigned.

The Alamogordo Advertiser says Allen Henderson has succeeded Charles Scott as driver for the Wells-Fargo Express company's delivery wagon. Charlie will leave in a few days for Albuquerque where he will take a run as messenger on one of the express trains.

Commencing tomorrow, the California Limited on the Santa Fe will carry pouch mail from the east. The mail for Albuquerque from points east, which usually reaches here on No. 1, will arrive and be distributed before noon, almost twenty-four hours ahead of the present schedule.

Engine 931 was backed into by a freight train between Las Vegas and Raton Wednesday morning, and the pilot of the engine, the smoke stack and the relief valve were knocked off and the rest of the front part of the engine was badly battered up. The damage is being repaired at the shops in Las Vegas.

The Southern Pacific company is expending about \$250,000 within twenty miles of Deming in general repair work, building bridges and raising the track above the probability of damage by river floods and cloud bursts. To do this, a small army of men are employed, and most of the food supplies are purchased at Deming, which materially adds to the income of the merchants and grocery men of that town.

Superintendent R. J. Parker, of the western grand division of the Santa Fe, was in the city between trains this morning en route to his headquarters at La Junta. Mr. Parker met President Ripley down on the Rio Grande division, in company with the General Manager A. C. Wells, of the Santa Fe coast lines, and Superintendent James Kurn, Mr. Ripley and Mr. Wells turned west at Isleta, while Mr. Parker and Mr. Kurn came to Albuquerque. President Ripley is on a general trip of inspection of the Santa Fe lines.

THE SANTA FE'S

FIVE CENT SUIT.

The suit against Judge Curran, of Tazewell county, Illinois, which was brought by the Atchison, Topeka & Santa Fe railroad to collect five cents storage charges has been dismissed by the road, and the costs amounting to \$50, paid by that company. Some time ago the judge ordered a door for his safe. It came, but he claims he was not notified of its arrival and when he went after it a bill of five cents for storage was handed to him. He declined to pay it and suit was filed. The case was due to come up in the circuit court soon, but the road decided that it would be cheaper to withdraw the action and pay the costs.

MUCH RAILWAY BUILDING

CONFIDENTLY EXPECTED.

Diverse views expressed by E. H. Harriman and James J. Hill as to the amount of competitive railroad building to be done in the near future have given rise to no end of discussion among railroad men. Many of the most experienced and the most practical of this class are strongly of the opinion that whether regarded as competitive or not, the next few years will see a great deal of new construction work accomplished. The needs of the country, they say, demand it and new roads are certain to be supplied. The great west has outgrown its present railroad capacity and its imperative call for enlarged facilities to handle its commerce cannot be ignored nor neglected.

ATTEMPTS CRIME

TO SECURE WORK.

Attempting to wreck a train for the purpose of securing employment in assisting to clear away the wreckage is the novel and somewhat striking confession made by Jose Gabriel Maes, a Mexican who was arrested on suspicion of being the person who tried to wreck a Colorado & Wyoming passenger train last week by driving a spike between the rails, says a Trinidad dispatch. The wreck was only partially successful. The needs of the trucks of the engine jumped the track. The loaded passenger train narrowly escaped rolling down an embankment into the river. At the preliminary hearing Maes' bond was fixed at \$1,000, and the case set for trial November 18. The officials are inclined to believe that the man is insane.

RAILWAY FACILITIES HAVE

DECREASED RECENTLY.

If comparison is made with population there has been an actual decrease in railroad facilities. In the last ten or twelve years. In 1893 the number of miles of railroad for every 10,000 inhabitants was 26.39. In 1903, it was 26.03. It must be remembered that these figures take in the whole country, but it has been in the territory west of the Mississippi river that the greatest development has taken place. In sections of New England there has been retrogression rather than progression, but the great west has been advancing with leaps and bounds. Large areas of it which for years were supposed to be barren and unproductive have been made to produce in luxuriance and have been proved to be the richest and most productive territory in the union. They are calling aloud for improved road facilities and their cry cannot be

ignored nor neglected. Their absolute necessities will demand new railroad construction year by year by the tens of thousands of miles for years to come.

DECADE IN RAILWAY

INCREASE OF TRACKAGE.

From 1880 to 1881 the gain in trackage for the whole country was 10,159 miles. From 1881 to 1882 it was 11,569, from 1882 to 1883 it was 6,745 and so on down to 1892, when a marked falling off occurred, and the period of inactivity continued right down to 1903, when something of a revival was noted. From 1892 to 1893, only 2,346 miles of new road were built, and in the following year there were only 1,899 miles constructed. From 1894 to 1895 again the addition to the total mileage of the country was 1,700 miles, and in the following year, from 1895 to 1896, the gain was only 1,654. From 1896 to 1897 the increase only amounted to 1,823 miles, and from that until 1904 the yearly gain ranged from 2,000 to 4,000 miles. In the meantime gross earnings per mile of road have increased about 50 per cent. In 1892 they were \$6,852, whereas in 1904 they had increased to \$9,305.

SAW SANTA FE GROW

TO IMMENSE CORPORATION.

J. F. Scott, one of the oldest employees in the service of the Atchison, Topeka & Santa Fe railway, and present assistant to the treasurer, with offices in Topeka, Kan., arrived in Santa Fe last night, on a short pleasure trip, says the New Mexican. Mrs. Scott accompanied him.

Scott has been connected with the Santa Fe since the days of long ago, when the road was little more than a "jerkwater," running some hundred miles or more across the plains of Kansas. As the road branched out, Mr. Scott, owing to his efficiency, was advanced in position, until at present he holds the important position of assistant to the treasurer of the system.

Mr. and Mrs. Scott will remain several days in the city, seeing the sights and enjoying the delightful climate, and incidentally, visiting their old friends, Mr. and Mrs. L. C. Young, Mr. Young being agent of the Santa Fe here, with whom Mr. Scott used to be associated in Topeka.

NEW RAILROAD FOR

NORTHERN NEW MEXICO.

The Platte Canon Fuel and Power company is preparing to build a railroad from Denver to Raton, N. M., and a branch from some point on the Denver-Raton road to Amity, Colo., says the Colorado Springs Gazette. The road will be built primarily to transport the coal produced by the company at its mines in Platte canon, but it will handle all freight and passenger business that it may receive.

The concern has incorporated the Denver and Southeastern railway, with a capital stock of \$1,000,000, for the purpose of carrying out the railroad project. Eastern capitalists are behind the scheme. Connections will be made with one or more of the big railroads entering Denver so the company will have a right of way into the union depot. Work on the road will begin immediately.

The directors of the railroad company are L. W. Herring, Elder H. Tunis, H. Ogle Tunis, T. B. Doane, W. O. Temple and William C. Berlin, of Denver, and I. C. Coker, Washington, D. C., Sherwood, Philadelphia, and T. Dulaney, Whiting, N. Y.

THEY ARE SATISFIED

FIREMEN SAY THEY HAVE NO

GRIEVANCE AGAINST SANTA FE

Thomas Burke, chairman, and a bill of five other members of the joint protective board of the firemen employed on the Atchison, Topeka & Santa Fe system proper, the line between Chicago and El Paso, continued their conference with James E. Hurley, general manager of the company, E. C. Fox, general superintendent, Alfred Lovell, of Chicago, the superintendent of motive power, P. N. Risken, of Topeka, mechanical superintendent of the eastern grand division, and C. M. Taylor, of La Junta, mechanical superintendent of the western grand division, at Topeka, Wednesday. This conference was held in the office of General Manager Hurley.

Its purpose is to adjust all the grievances that may have developed on the part of the firemen against the company during the last year, and it is stated that such grievances as are up for consideration are of minor importance.

The members of the joint protective board have been in session for their annual meeting at Topeka for a number of days. The by-laws of the organization compel them to be in session for a certain number of days each year for the purpose of receiving any grievances that the firemen may have against the company. These grievances are considered by the board and are then taken up with the officers of the company.

Thomas Burke, the chairman of the board, is authority for the statement that the firemen have no grievance of a general character against the company and that the relations between the firemen and the company are pleasant. A number of grievances of a petty character have been received and these are being taken before the officers of the road for adjustment.

A new agreement between the firemen and the company was entered into last March and the general terms of this agreement are satisfactory to both sides. It is probable that as a result of this conference there will be some amendments made to this agreement, but they will be of a minor character and it is thought that it will not be necessary to draft a new agreement at the present one is generally satisfactory.

As soon as the conference is concluded the members of the board will meet and elect officers for the ensuing year and will then adjourn.

Don't Be Deceived. Do not be deceived by counterfeiters when you buy Witch Hazel Salve. The name of E. C. DeWitt & Co. is on every box of the genuine. Piles in their worst form will soon pass away if you will apply DeWitt's Witch Hazel Salve night and morning. Best for Cuts, Burns, Boils, Tetter, Eczema, etc. Miss M. H. Middleton, Thebes, Ill., says: "I was seriously afflicted with a fever sore that was very painful. DeWitt's Witch Hazel Salve cured me in a few days. Sold by all druggists."

REPORT OF THE CONDITION

STATE NATIONAL BANK

at Albuquerque, in the Territory of New Mexico, at the close of business, November 9th, 1905.

RESOURCES.

Loans and Discounts	\$290,707.36
Overdrafts, secured and unsecured	12,771.55
U. S. Bonds to secure circulation	100,000.00
Premiums on U. S. Bonds	5,068.75
Banking house, furniture and fixtures	5,392.41
Due from National Banks (not reserve agents)	36,562.43
Due from State Banks and Bankers	854.42
Due from approved reserve agents	37,058.97
Checks and other cash items	2,010.79
Notes of other National Banks	2,300.00
Fractional paper currency, nickels, and cents	966.70
Lawful Money Reserve in Bank, viz:	
Specie	\$11,868.15
Legal-tender notes	14,468.00
Redemption fund with U. S. Treasurer (5 per cent of circulation)	5,000.00
Total	\$525,529.53

LIABILITIES.

Capital Stock paid in	\$100,000.00
Undivided profits, less expenses and taxes paid	11,513.29
National Bank Notes outstanding	100,000.00
Due to other National Banks	6,068.97
Individual deposits subject to check	196,568.64
Demand certificates of deposit	110,613.78
Certified checks	436.50
Cashier's checks outstanding	328.35
Total	\$525,529.53

Territory of New Mexico, County of

Bernalillo, ss:

I, J. B. Herndon, cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

J. B. HERNDON, Cashier.

Correct—Attest:

D. A. MACPHERSON,

I. A. DYE,

D. H. CARNS,

Directors.

Subscribed and sworn to before me this 15th day of November, 1905.

P. F. McCANNA, Notary Public.

NOTICE FOR PUBLICATION.

H. E. No. 5968.

Department of the Interior, Land Office at Santa Fe, New Mexico, October 31, 1905.

Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the probate clerk at Albuquerque, New Mexico, on December 5, 1905, viz: Juan Bautista Kowemlaneb, of Valencia county, New Mexico, for the S½ NW¼, N½ SW¼, section 28, township 12 north, range 7 west.

He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz: Gertrudes Heco, Jose Gonzales, Bisenta Alonza and Teodoro Powto, all of Laguna, New Mexico.

MANUEL R. OTERO, Register.

Astrachan Cloakings.

Fine line of Astrachan Cloakings for children's coats, in shades of Green, Navy and Fancy Mixed, sold up to \$2.50 yard, reduced for this sale to \$1.00 yard, at The Golden Rule Dry Goods Co.

WARNING

31 new houses now building in the Eastern Addition.

210 LOTS SOLD IN THE LAST FIVE MONTHS

Monday Noon we will advance the price of all lots in the Eastern Addition, south of Trumbull Avenue

\$25.00 PER LOT

See the man with the white horse on the ground Sunday morning, between 9 and 12 o'clock.

SURETY INVESTMENT CO., Owners - - 110 S. Second St.

A TRAIN LOAD OF BOOKS

Big Book House Failed

STOCK MUST BE SOLD AT ONCE AT FROM 10 TO 50 CENTS ON THE DOLLAR.

THESE ARE SAMPLE PRICES.

Late copyrights were \$1.50. Our price 38 cents. List includes "The Christian," "Call of the Wild," "Brewster's Millions," "Grafting," "The Castaway," "David Harum," etc. Encyclopedia Britannica, 10 vols., half leather, regular \$36.00, our price \$7.75. Charles Dickens complete works, 15 vols., regular \$15.00, our price \$2.95. Xmas Special. WORLD'S BEST POETS, Shakespeare, Longfellow and 48 others. Le Luxe edition. Full leather, padded, pure gold edges, regular \$1.50; our price, 70 cents each. Every book guaranteed to be new, perfect and satisfactory, or your money back without question or quibbling.

Practically any book or set of books you want at a fraction of the retail price while they last. Get our free bargain list before ordering. Save 50 to 90 per cent on Christmas books.

Write for it today.

THE DAVID B. CLARKSON CO.,

Dept. 4, Chicago, Ill.

WHEN YOU WANT MILL WORK

DONE, GO TO THE ALBUQUERQUE

PLANING MILL.

A fine place to while away the hours—at the pool hall, No. 115 West Railroad avenue.

MEN AND WOMEN.

The Big 44 for unguaranteed discharges, inflammations, irritations or obstructions of the urinary tract, is a marvelous healer for cuts, burns and wounds. Guaranteed by all druggists; 25c.

Spend your leisure time at the pool hall at No. 115 West Railroad avenue.

RAILROAD TIME TABLE

(In effect November 12, 1905.)

Eastbound.

No. 2, Atlantic Express, arrives 7:55 a. m., departs 8:30 a. m.

No. 4, Chicago Limited, arrives 11:59 p. m., departs 12:09 a. m.

No. 8, Chicago & Kansas City Express, arrives 6:45 p. m., departs 7:45 p. m.

No. 10, Chicago Fast Mail, arrives 6:50 a. m., departs 7:30 a. m.

Westbound.

No. 1, California Express, arrives 7:30 a. m., departs 8:15 p. m.

No. 3, California Limited, arrives 11:10 a. m., departs 11:20 a. m.

No. 7, Mexico & California Express, arrives 10:45 p. m., departs 11:59 p. m.

No. 9, Fast Mail, arrives 11:35 p. m.

Southbound.

No. 5, Mexico Express, departs 12:15 p. m.

Local freight train, No. 99, southbound, departs at 5 a. m., and carries passengers.

Arrives From South.

No. 10, Mexico Express, arrives 6:50 a. m.

No. 10 makes all local stops east of Albuquerque.

No. 1 runs direct to Los Angeles.

No. 7 runs direct to San Francisco.

No. 3 runs direct to Los Angeles and San Francisco.

All trains daily.

H. S. LUTZ, Agent.

"I Thank the Lord!"

cried Hannah Plant, of Little Rock, Ark., "for the relief I got from Bucklen's Arnica Salve. It cured my fearful running sores, which nothing else would heal, and from which I had suffered for five years." It is a marvelous healer for cuts, burns and wounds. Guaranteed by all druggists; 25c.

Spend your leisure time at the pool hall at No. 115 West Railroad avenue.

REPORT OF THE CONDITION OF THE

First National Bank

at Albuquerque, in the Territory of New Mexico at the close of business, November 9th, 1905.

RESOURCES.

Loans and Discounts	\$1,316,334.16
Overdrafts, secured and unsecured	34,321.84
U. S. Bonds to secure circulation	200,000.00
U. S. Bonds to secure U. S. Deposits	100,000.00
Premiums on U. S. Bonds	9,000.00
Bonds, securities, etc.	37,322.60
Banking House, Furniture and Fixtures	38,500.00
Other real estate owned	25,000.00
Due from National Banks (not reserve agents)	154,357.15
Due from State Banks and Bankers	84,866.63
Due from Approved Reserve Agents	847,888.72
Checks and other Cash Items	1,132.19
Notes of other National Banks	105,875.00
Fractional Paper Currency, Nickels and Cents	1,137.52
Lawful Money Reserve in Bank, viz:	
Specie	\$114,046.00
Legal-tender notes	51,009.00
Redemption fund with U. S. Treasurer (5 per cent of circulation)	10,000.00
Total	\$3,130,784.81

LIABILITIES.

Capital Stock Paid in	\$ 200,000.00
Surplus Fund	50,000.00
Undivided Profits, less Expenses and Taxes Paid	48,195.58
National Bank Notes Outstanding	200,000.00
Due to other National Banks	294,143.83
Due to State Banks and Bankers	91,680.57
Individual Deposits subject to check	1,771,202.61
Time Certificates of Deposit	946,060.25
Certified Checks	4,673.99
Cashier's Checks Outstanding	28,587.00
United States Deposits	58,472.05
Deposits of U. S. Disbursing Officers	37,768.93
Total	\$3,130,784.81

Territory of New Mexico, County of Bernalillo, ss:

I, Frank McKee, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

FRANK MCKEE, Cashier.

Subscribed and sworn to before me this 14th day of November, 1905.

SAM'L PICKARD, Notary Public.

Correct—Attest:

JOSHUA S. RAYNOLDS,

M. W. FLOURNOY,

H. F. RAYNOLDS,

Directors.

Two Daily Trains Each Way

VIA

El Paso and Southwestern System

Rock Island System

—Between—

Chicago,

St. Louis, Kansas City and

The Great Southwest

Standard and Tourist Sleepers. Dining Cars—meals a la carte. Chair Cars and Coaches.

WIDE VESTIBULED THROUGHOUT.

THROUGH WITHOUT CHANGE.

The shortest, quickest and best line between the Great Lakes, the Mississippi Valley and the Pacific Coast.

GARNETT KING, Gen. Agt.

V. R. STILES, Gen. Passenger Agt.

EL PASO, TEXAS.

Nature Needs But Little.

Nature needs only a Little Early Riser now and then to keep the bowels clean, the liver active, and the system free from bile, headaches, constipation, etc. The famous little pills "Early Risers" are pleasant in effect and perfection in action. They never gripe or sicken, but tone and strengthen the liver and kidneys. Sold by all druggists.

New Tailor Shop.

A. J. Morelli, the well known tailor, has reopened a tailor shop on North First street, where he is ready to clean, press and repair ladies' and gents' clothing. Suits made to order. Patronage of former customers solicited.

"Mother was lucky"—papa bought a gas range.